Det. Bel Isle & Windsor Ferry Co 26

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 24. CLEVELAND, O., JUNE 17, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The repairs to the partially burned tug W. D. Cushing at Radcliffe's yard will be completed this week.

The lighthouse board has been authorized to build and maintain a $40,000 light ship off Grosse Point, Lake St. Clair.

Repairs have been made to the boiler of the propeller Good Hit and she will continue in the limestone trade under contract with Wing & Pellett.

The Globe Iron Works are building two sulplite boilers, each 13½ feet in diameter, and 35 feet long of ¾ iron for Fletcher, Pack & Company, Detroit.

It is thought the new iron steamship Spokane will be ready for sea on Saturday. She will take a deck load of railroad iron from Axworthy's dock for Lake Superior ports.

The A. C. Maxwell, rebuilt at the Globe drydock for Penoyer Bros., cleared for Oscoda Wednesday night: Captain J. Geno will sail her. Her new canvass is from the house of J. W. Grover & Son.

Freights are stronger and rates slightly higher. Charters were made at 60@65c, coal, Cleveland to Milwaukee and Chicago, respectively. Ore freights firm at $1.10 from Marquette and 90c from Escanaba to Ohio ports.

The steamer Alaska Captain Harriman made her appearance at this port Monday with an excursion party. She and the steamer Pearl, Captain J. Edwards, will form a daytime line between here and Detroit. The Pearl will leave here every morning and connect at the Islands or Sandusky with the Alaska.

During the month of May last passed there were fifty-six casualties on the lakes from the following causes: Ashore, damages, $4,100; fire, $600; sprung a leak, $4,100, stranded, $11,100; heavy weather, $900; collision, $1,800; disabled, $8,600; total, $31,200. There were four deaths from natural causes and four accidents.

The crew of the sunken schooner Thomas P. Sheldon arrived at this port Tuesday. The Sheldon was 669 tons, was built at East Saginaw by Crosthwaite in 1871 and classed A2½. She was largely repaired in 1884 by Clark I. Butts, who purchased her that year. She was ashore on Middle Island November 17, 1884, and received damages which caused considerable outlay.

At the launch of the steel steamer Spokane visitors and workmen had access to boxes of fine cigars, made by Thomas Ligget at the Forest City Cigar Store, 259 Pearl street. On the inside of the cover was a neat miniature facsimile of the first page of the MARINE RECORD and on the outside of the cover is stamped an engraving of the tug RECORD. Taken together it makes a good design and good smoke. These cigars can be found at the Sault.

The Onoko entered this port on Saturday morning, with 2500 tons of ore from Ashland, her first appearance here this season. Her cargo was consigned to the Riverside furnace, and was discharged in a very short time. She cleared on Monday night to Duluth for a cargo of wheat. The Chippewa County News says: The iron propeller Onoke passed through the canal on the 10th inst., carrying a cargo of 2,812 net tons of iron ore. This is the largest load by 182 tons ever taken through the canal on any other craft, the next largest having been 2630 net tons on the Golden Age, during the season of 1885. The Onoko was only drawing 14 feet 5 inches.

Scow Mary Garrett is offered for sale. She is 80 feet over all, 20 feet beam and 7 feet depth of hold. Her custom house measurement is 78.45 gross, 74.58 net, and she will carry 180 tons of coal or 100,000 feet of lumber. She received extensive repairs during the winter and some new outfit. Price, $1,200. Address MARINE RECORD.

CHICAGO.

Special to the Marine Record.

There was a large fleet of vessels on the lumber market this week. Sales were slow.

The steambarge New Era arrived here Sunday with lumber and shingles from Manistee. She was formerly a tug and was converted into a steambarge by her former owner, T. W. Kirby, of Grand Haven, for Patterson & Myers, of Manistee, her present owners. She carries about 200,000 feet of lumber, and is a good looking boat. Captain A. H. Putman is in command, A. Knaggs engineer, F. A. Majo mate. This is her first trip since she became a steambarge. She is practically in the hands of Collector Seeberger, however, for a violation of the steamboat laws, having crossed the lake without enrollment papers or a certificate of inspection from the steamboat inspectors. These are serious offenses and involve heavy penalties. The statutes provide a fine of $500 for violation of the inspection law, and a fine of 80c. per registered ton for sailing without enrollment papers. Captain Putman offers a very plausible explanation of his infraction of the law. When the Grand Haven builders got through with her she was sent to Milwaukee at the advice of the steamboat inspector of Grand Haven to be put in drydock there for a thorough calking. From Milwaukee she proceeded to Manistee, and on her arrival there Captain Putman telegraphed to inspectors at Grand Haven that he had complied with their instructions and that his boat was ready to be inspected. He received a reply to the effect that the inspectors were some where in northern Michigan, and would not return in a week, and as he did not care to keep his boat idle for that length of time, he applied to the deputy collector stationed at Manistee for enrollment papers so that he could proceed to Chicago legitimately and apply to the inspector at this port for inspection. Of course the deputy could not issue the enrollment papers without authority of an inspector, but he advised Captain Putman to proceed to Chicago, and gave him a letter to Collector Seeberger, in which he set forth the captain's reasons for sailing without legal authority. The collector is inclined to treat the case leniently, but it will have to be referred to the treasury department for a final decision, as an application will be made to have the fines remitted. The only bad feature about Captain Putman's act is the fact that he brought a cargo of lumber with him.

The tug W. L. Ewing which was purchased by Captains H. W. Blue and John McLaughlin, has had a thorough overhauling in hull, boiler and machinery, and has been put into commission on the new Chicago tug line. Captain H. W. Blue will command her.

The schooner Ella Williams, formerly one of the Kirby-Carpenter Company's fleet, has had her outfit completed by placing one of Chester's patent fog horns on board.

The schooner Adriatic went into one of Millers' drydocks for repairs to her starboard side, occasioned by her being run into by a scow, in tow of a tug in the river. The schooner Belle Mitchell also went into dock and had her botton calked.

Paul Pauliot, yacht and boat builder, has been building a number of yawl boats, and about thirty pleasure row boats this season.

At the Chicago drydocks, the propeller St. Magnus was in dock for a new stem; the steambarge Michael Groh to have her stern bearing fixed; the barge Florence Lester and schooner Lavinda to have leaks stopped; the canal boat Hercules for repairs to damage done by the tug Commodore colliding with her in the river; the schooner Evra Fuller got new jibboom and topmast; the schooner John Loomis McLaren a new bowsprit and jibboom; the barge Newcombe new hatch combings and hatches.

The V. O. T. tug Protection has received a new dress coat of paint, and looks first-class. Captain Bowen is not a little proud of his command.

Captain George Miner has taken command of the schooner George C. Finney, vice Captain P. Langan.

The schooner John Loomis McLaren was towed into this port by the tug Shields which picked her up in a disabled condition between Kenosha and Racine. The schooner left here Saturday night, with oats for Sarnia, and about 5 p. m. Sunday she came in collision with the schooner Apprentice Boy, in a dense fog, a considerable distance from Racine. The McLaren lost her jibboom, bowsprit and head gear. The Apprentice Boy sustained very little damage.

Seymour Bros., founders and principal owners of the Northern Michigan Line, have disposed of their interests to P. J. Klein and Simeon Burke, and will permanently withdrawu from the vessel business. The line is composed of the passenger propellers Champlain and Lawrence. The Champlain is valued at $23,000 and the Lawrence is worth about $28,000. The purchasers are both well known in marine circles. Mr. Klein is a Milwaukee man, and has represented the line at that port since it was organized. Mr. Burke is a marine engineer and up to the present time has handled the engines on the Lawrence. He will now come ashore and take Frederick Seymour's position as manager of the line. No change will be made in the running arrangements of the boats, which will continue on the route between Chicago and Cheboygan carrying passengers and general merchandise.

The old schooner Adriatic lies sunk in the South Side drydock. While she was proceeding up the river, she struck a scow, and had a hole knocked in her port bow. The tug towed her to drydock without delay, but before the dock could be pumped out she filled and sank. A canal boat, which was also struck by a scow, is also lying alongside the same drydock in a waterlogged condition.

George C. Eagan, eldest son of Captain Wiley M. Eagan, died at his father's residence last Thursday. The deceased was a young man of marked ability, and, until stricken in health, gave evidence of possessing rare business talents. He was born in Chicago September 7, 1858, and was graduated from Yale College with hign honors. After completing his education he procured a membership in the Chicago Board of Trade, and associated himself with his father in conducting a vessel agency and marine insurance brokerage business. About three years ago failing health compelled him to withdraw from office work and go abroad. After an ineffectual effort to regain his health in Florida and the Sandwich Islands, he finally went to Riverside, Cal., but as he failed to recover he was at his earnest request brought home, to die.

Lake passenger travel is rather heavy for this season of the year. The Goodrich boats are always well filled, and Leopold & Austrian's Lake Superior boats are doing a good business. The regular season does not begin until June 20."

There was considerable inquiry for grain vessels Tuesday, and some tonnage was held on a basis of 3 cents, 2¾ being offered in one instance and refused. On corn the nominal rate was 2¼c, but it is reported that 2⅜@2½c had been offered.

A meeting of the Phœnix yacht club was held at the Grand Pacific hotel Saturday evening to arrange for their forthcoming regatta on the 26th of June. Prizes will be given as follows: For second-class yachts, a crystal wine set and silk pennant. Third-class yachts, a silver water service and silk pennant. Fourth-class yachts, a silver cup and silk pennant. The sloop yachts Ina, owned by T. Bradley, the commodore of the club, and the Minnie M., owned by T. Miller, vice commodore, are the entries for the second class. The Zephyr, Peri, and Clio for the third class, and the Little Ina for the fourth class. Several other yachts will no doubt be entered before the regatta, which we sincerely hope will be a success, as yachting appears to be fast dying out in Chicago, the Chicago yacht club having almost, if not quite, dropped out of existence.

A libel was filed in the United States district court against the schooner Elgin by the Miller Brothers' Drydock Company to satisfy a bill for repairs amounting to $2,222. Last fall the Elgin, which is a Canadian bottom, ran ashore near Racine, while bound for Chicago. The vessel was insured for $4,000 in the Continental & Anglo America. Her master, instead of abandoning the vessel to the underwriters, procured a wrecking outfit and set about releasing the wreck. She was finally got afloat and towed to this port, where she was turned over to Miller Brothers for repairs. The cost of repairs, added to the wrecking bills, brings the total up to nearly $8,000, or almost double the amount of the policies. The owner of the vessel claims the full amount of the insurance, while the underwriters hold that they are liable only for their proportion of the general average expenses. None of the bills have yet been paid.

The steamship Australasia, owned by Captain James Davidson, broke two buckets and a portion of a third off her wheel, in the river, near the Fort Wayne railroad bridge, in the South branch, last Saturday while towing, by striking against a pile on the dock. She went on to Buffalo with the load of corn she had on board.

WILLIAMS.

PORT ARTHUR.

The propeller Ontario, bound from Sarnia to this port with passengers and a full cargo of merchandise, ran ashore at Vert Island, Lake Superior, last Friday night during a dense fog. Two tugs, with a lighter, are at work on her now. She is reported leaking badly, and the chances are that her cargo will be greatly damaged. Her passengers were landed at Nipigon and arrived here on Monday. There was no loss of life. The Ontario belongs to the Beatty Line and is valued at about $60,000.

The contractors who have been engaged all winter on Cariboo Island, Lake Superior, constructing the new lighthouse, were recently heard from by the Canadian Marine Department. They did not have any communication with the outside world during the winter months, but must have employed their time profitably, as the contract is nearly completed. The lighthouses and fog signal will be put into operation at an early date. Cariboo Island is one of the most dangerous places in the lakes, being located fifty miles from land, directly in the path of vessels sailing between Port Arthur and Sault ste. Marie The steamer Spartan and the schooner Lady Dufferin were wrecked on its shores in 1883 and 1884 respectively. The department is also erected a fog alarm on Thunder Cape, near Port Arthur.

SARNIA.

The body of a man, supposed to be Kelly, who was lost off the schooner Burte last fall, has been found on the shore of Lake Huron, near Parker's Landing.

The schooner Hercules, which has been laid up for a couple of years past in the bay, was sold a few days ago to Mr. F. McGibbon. The price said to have been paid was $2,000. She will be fitted out at once and sent to Georgian Bay for lumber.

J. S. Nesbitt. of Sarnia, purchased the M. C. R. barge Ichthyosaurus, which was formerly used by the C. S. R., for ferrying cars across the river at Amherstburg. Mr. Nesbitt will raise the craft and use it in the lumber trade. He says he is going to take the name off and cut it up into stove lengths for fuel.

MARITIME LAW.

DEMURRAGE — CARGO SUFFICIENT FOR FREIGHT AND CHARTER MONEY ONLY— CHARTERER'S LIABILITY IN PERSONAM— CESSER OF LIABILITY CLAUSE.

U. S. District Court, Southern District of New York.

The charter of the brig Peeress was substantially similar in its provisions to the charter mentioned in the case of Elsenhauer vs. de Belaunzaran, (*supra.*) Under this charter the vessel sailed from New York to Cadiz, when she was re-chartered to Florez & Company to carry a cargo of salt to Bahia, Brazil. Upon the "provisional settlement" of freight at Cadiz, the captain executed a note for the difference, payable absolutely after arrival at Bahia. On such arrival the consignee could not be found, and in consequence of the delay arising therefrom, the vessel became entitled to demurrage. In the meantime the captain's note had been paid. The amount of freight collected was just sufficient to pay the captain's note for the difference, of freight and the balance of the charter money. The master was therefore unable to collect demurrage, though this was made an absolute lien on the cargo. On suit brought against the original charterers for the demurrage, held, that as the re-charter provided that "charterers liability should cease on the cargo's being shipped" and as this was the form which respondents require the master to sign, respondents had in effect agreed that Florez & Company should not be liable for demurrage at Bahia.

Held, also, that as the re-charter, which the respondent required the master to sign, expressly provided that she should be loaded with salt, the captain could not be charged with fault in taking a cargo of so little value, and as he secured the full value, he could have done nothing more and was in no fault. The original charter provided that the lay days for discharge should commence "after the vessel is ready to discharge and written notice thereof is given to the party of the second part or agent." On the ship's arrival the agent of Florez & Company had not received instructions in regard to this cargo, and refused to do anything about it; written notice could not therefore be given, as there was no agent of respondents there. Held, that respondents should have made arrangements to have an agent ready to receive the cargo; not having done so, they were liable for the vessel's demurrage.

Brown, J.

The claim in this case is demurrage for the detention of the British brig Peeress, at Bahia, Brazil, on the discharge of a cargo of salt shipped at Cadiz by Florez & Company, under a re-charter dated Cadiz, January 13, 1885.

The vessel had been originally chartered by the respondents at New York on the 14th day of October, 1884, for a voyage to Gibraltar and thence to Brazil with the privilege of re-chartering. The terms of the original charter and of the re-charter were in substance identical with those in the case of Eisenhauer, *supra.* Upon the "provisional settlement" of freight with Florez & Company at Cadiz, the captain executed to the Cassa Marittima his note for £210 13s 9d, containing similar provision and received a similar agreement from Florez & Company. On arrival at Bahia, about the first of March, 1885, there was delay in finding the consignees. The draft was paid in full before the complete discharge of the vessel. There was no shortage in delivery, but the lay days being expended, the captain became entitled to demurrage under the original charter at the rate of thirty dollars per day. I am satisfied from the evidence that the salt was worth nothing above the freight and charges. The master was unable, therefore to collect any claim for demurrage, although that claim was made an absolute lien on the cargo, both by the original charter, and by the re-charter to Florez & Company. He was able to collect from the cargo the freight stipulation in the original charter and in the re-charter, but nothing more. As there was no shortage on delivery, the amount of freight collected was just sufficient to pay the note that he had given on Florez & Company's account, and the balance of the original charter money applicable to the respondents account. The note was paid in full. If the master, under the circumstances, had any right to deduct the claim for demurrage arising at Bahia out of that part of the freight collected there applicable to Florez & Company's account then his payment of the note in full, leaving his claim for demurrage unpaid, upon the principles of the case of Eisenhauer, *supra*, was a payment in his own wrong. And in violation of his duty to the original charterers, which would afford them a defence against the present claim.

By the terms of the re-charter, however, to Florez & Company, they were not answerable for any demurrage at Bahia, for the re-charter, provided "the charterers liability to cease on the cargo's being shipped." (Sanguinette vs. Pacific Steam Navigation Company 2 Q. B. Div. 238) This was the form of the re-charter that the original charterers required the master to sign. The respondents, therefore, in effect, agreed that Florez & Company were not to be liable for demurrage at Bahia. The freight collected, at Bahia, less the last installment of the charter money payable there, belonged however to the re-charterers. The balance of charter money was paid in full out of the freight collected and the respondents, as the original charterers had no claim or lien upon the rest of the freight money going to Florez & Company's account, in respect to demurrage accruing at Bahia, because Forez & Compnny were by the re-charter absolved from liability for that demurrage. The only mode of enforcing that demand was therefore either by the ship's lien upon the cargo or by a personal demand against the consignees. But the lien on the cargo was worthless because the freight amounted to its full value and the consignees were willing to pay, and offered the freight, but would not pay the demurrage. If there had been anything that the captain could have done more for the interests of the owners and of the respondents than to deliver the cargo upon payment of the freight alone, it would have been his duty to do so. But as he secured the full value of the goods, clearly he could do nothing more and nothing better, and he is, therefore, in no fault. In this case, the real trouble arose from the fact that the cargo taken aboard was not worth enough on arrival at Bahia to pay the claims for the freight and the demurrage, and that the re-charterers were released from liability for the latter claim. As the re-charter, which the respondents required the master to sign, expressly provided that she should be loaded with salt, the captain cannot be charged with any fault in that respect; and the respondents, therefore, took the risk of his ability to satisfy any claims for demurrage out of the cargo. In most English charters that contained the cesser of liability clause, that clause is now conditioned upon the cargo's being of sufficient value to pay the demands upon it. Whatever may be the personal demands that the master or owners might have had upon the consignees, or on Florez & Company, the respondents have the same rights. This does not affect the libelant's right to sue on the obligations of the original charter.

The vessel was ready to discharge at Bahia on Thursday, March 4th. Under the re-charter her remaining 24 lay days would count from that day. The original charter, however, provided that the lay days for discharge should commence "from the time the vessel is ready to discharge cargo, and written notice thereof is given to the party of the second part or agent." By the re-charter, the ship was to be "addressed to charterers agents at port of discharge," i. e. to the agents of Florez & Company at Bahia. The captain saw Solomon Carvalho, who was the agent of Florez & Company, for some purposes, on the 2d of March, and frequently after that date; but he told the captain that he knew nothing about this cargo, and could do nothing about it. Directions from the respondents were finally received by Mr. Carvalho to take charge of the "Peeress," and at about the same time similar directions were received from Florez & Company at Cadiz.

If the provisions of the original charter requiring written notice of readiness to discharge was applicable at Bahia in the absence of any similar provisions in the re-charter, the evidence shows that there was no agent either of the respondents or of Florez & Company, authorized to act in behalf of either of them at Bahia at the time when the ship was ready to discharge, and when the captain endeavored to give the notice required. The absence of written notice cannot, therefore avail the respondents, because both they and the re-charterers were chargeable with negligence for having no agents there to whom such notice could be given. The respondents are liable, therefore, for delay in discharging after March 4th, deducting 24 lay days. As the vessel was not discharged until the 13th, the delay was 12 days which at $30 a day amounts to $360. The libelant is also entitled to the additional charge of $36.88 for cabling from Bahia, and for the advertising rendered necessary from the absence of any agent to attend to the ship or cargo.

A decree may be entered for $396.88, with interest from April 13th, and costs.

March 10, 1886.

FOR SALE.

Scow Mary Garrett is offered for sale. She is 80 feet over all, 20 feet beam and 7 feet depth of hold. Her custom house measurement is 78.45 gross, 74.53 net, and she will carry 180 tons of coal or 100,000 feet of lumber. She received extensive repairs during the winter and some new outfit. Price, $1,500. Address H. R. RUMSEY,

V. O. Shipping Office, Cleveland, Ohio.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, June 8, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended June 5, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,416	K D J S	Bg.	Alexander,	128.88	135 66	New Bedford, Mass.
126,351	.....	Sl.	Cinderilla,	27.15	28 57	New York, N. Y.
85,923	.....	Sl.	Glad Tidings,	32.24	33 93	Clayton, N. Y.
100,396	.....	Cat.	Inez,	6 75	7.10	Nantucket, Mass.
100.397	.....	Sc.	Isabella M. Sawyer,	8.00	8.42	Eliz. City, N. C.
76,629	.....	Sl.	Jack Dempsey,	5.64	5 64	Astoria, Oregon.
91,843	.....	Sc.	Meta,	36 72	38 65	San Francisco, Cal.
130,351	K D J R	Sc.	Nellie Blanche,	132.82	139 81	Key West, Fla.
150,370	.....	Sl.	Puritan,	9 06	9.53	San Diego, Cal.
81,113	.....	Sl.	William F. Allen,	14.68	15 45	Norfolk, Va.
			STEAM VESSELS.			
157,176	.....	St. s.	Dispatch,	2.50	.....	Jacksonville, Fla.
91,844	.....	St. p.	Mattie,	130 57	130.57	Brashear, La.
150,371	K D J T	Stm. yt.	Peerless,	227.60	227.60	Cleveland, O.
			UNRIGG'D VESSELS.			
29 965	.....	C. bt	Andrew Grant,	99.64	104.88	Fort Ann, N. Y.
35,480	.....	C. bt	Douglas L. White,	91 44	96.25	Whitehall, N. Y.
53 244	.....	C. bt	Oscar J. Holmes.	104.40	.....	Albany, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

AN INTERESTING RELIC.

Compiled for the Marine Record:

FRANKFORT, MICH., June 2.

I have before me an old, faded, yellow, crumpled copy of the "Columbian Centinel," Baston, Mass., Saturday, November 25, 1809. It is No. 2,676. An eagle, with outspread wings, bearing in its beak a banner with and inscription, "Massachusetts Federalist," graces its heading. Among the marine list we find the following interesting items:

"Steamboats are becoming as plenty as they are useful. Those on the Hudson are rapidly enriching their owners. There is one that plies on Lake Champlain; and a late Quebeck paper announces the arrival there from Montreal in 66 hours sailing, 30 of which she was at anchor."

SHIPPING NEWS.

Wednesday, Nov. 22, Port of Boston, 1809.—Arrived, Schooner Laura Hall, 32 days from Port Rico, with coffee, molasses, hides, etc., to Mr. Ellis. Spoke nothing.

Friday, Nov. 24, [10 o'clock p. m.] A violent storm of wind and snow from the N E., which commenced this morning, begins to abate. Arrived, (at 2 a. m.) brig Exert, Captain S. H. Webster, 59 days from Malago, and 55 from Gibraltar, with wine and fruit to Ignatus Sargent and David Webster. ☞Captain Webster has politely favored us with La Mancha, Grenada and Gibraltar papers, with marine news. * * * *

On November 19th, near south part of St. George's shoals, fell in with the WRECK of sloop INDUSTRY, of Belfast, abandoned, dismasted and nearly full of water.

VESSELS spoken.—November 7, off Cape Romain, ship Nabby, of Boston, 62 days from Liverpool, for Wilmington. Nov. 10th, brig Eliza Bennett, of Belfast, Ms., 6 days from Penobscot, having in a violent gale of wing, sprung aleak, and his pumps were giving out at a rate of 1,500 strokes, and could not free her, but the people meant to stick by her, and were then bound to Charleston * * A ship with a figure head, from Liverpool for Boston, was spoken on Monday night, off Cape Cod. * * *

The gale of the 28th of August was severely felt at Bermuda. By a Bermuda paper of Sept. 2, it appears that much damage was done on that island. Several houses were injured, trees torn up by the roots, and a great quantity of vegetables destroyed. The barracks at Castle and Fort Puget entirely blown down. The brig Wm. Gray Ring, from Kennebeck for Jamacia, was stranded on the rocks at West End; the crew and cargo saved.

New York, Nov. 22.—The wind has been N E. for two days, with a continual fall of snow. No arrivals from sea. On Sunday night 2 brigs were within the Hook. Last night the wind was getting N. * *

The Sukey, of Boston, Captain Rhodes, from London, for Cape De Verds, put into Dover, with loss of main yard, boat, etc., having been run foul by a ship of war.

The Argo, of Salem, sailed for Sardinia about the middle of August for Civita Vecchia.——The ARROW, of Salem, captured by the French, and ordered to Marselles.——The schooner LIBERTY, of Chatam, has commuted with her captors for half vessel and cargo.

SOMETHING BREWING.

Savannah, Nov. 7th, 1809.—This morning a small schooner rigged vessel arrived here from Charleston, delivered a small bag of letters, and immediately put off again. We are told that she brought dispatches to the collector, but on inquiry at the custom house found that nothing had been heard of either vessel or dispatches. Conjecture has since ascribed her dispatches to information relative to the markets; but those who have the intelligence keep it so snugly that there is no getting hold of it.

FRENCH PIRACY!

Charleston, Nov. 11, 1809.—The Swedish ship GUSTAVUS, Captain Eyers, 31 days from Liverpool, in distress, bound to Amelia Island, anchored in the Roads last evening. Sailed on 8th of October, and on 14th, in lat. 49° 18′, long. 40° 20′ was captured by the French pirate ship of war LE DECIDE, from Bordeaux, Captain Briollet, of 18 guns and 150 men. Captain B. informed Captain Eyers that his orders were to ransom, burn or destroy all vessels to or from England, provided the value of the vessel and cargo did not amount to 40,000 dollars; if the amount exceeded that sum he was to send them to France. The Gustavus and cargo not being considered worth 40,000 dollars, the captain of the privateer insisted on having her immediately ransomed or he would destroy her; which induced Captain Eyers to draw bills on England for 25,000 dollars, being the amount required. LE DECIDE had captured on a few days prior to falling in with the Gustavus, the American ship Revolution, Captain Bunker, from London to New York, which they took the crew out of, plundered and destroyed. LACONIA, Captain Walker, from Liverpool for Portsmouth, ransomed; and Henrietta, of Boston, Captain Nickels, from Liverpool to New York, valuable cargo, sent for France. Every vessel ransomed had her chief mate and two able seamen taken out and detained on board the privateer as security for the payment of the bills drawn; and in case of non payment, these men were to be imprisoned in France until payment was made. They put on board the Gustavus Mr. Quinn, chief mate, and two sermen of the Henrietta. Captain Broillet said he was fitted out purposely to capture Americans. He treated the master and crew of the Gustavus politely.

QUAINT ADVERTISMENTS.

Among the advertisements, which are quaint and curous, we notice that James Prince, Marshall for Massachusetts district, offers for sale a large launch belonging to frigate Cheseapeake, well calculated for a lighter or boat to transport property from one wharf or island to another.

He also offers for sale for violation of the United States, a ship construction of 221 tons called the Argo, next the Three Brothers of 80 tons, next the Eliza and Lydia, next the schooner Maria, formerly called the William, next Ruby, Amphibious, Lucy, sloop Nancy, and sloop Packet, and a certain sloop of 50 tons burthen, lying deserted and without papers on board, and whose name is to the said Geo. Blake attorney, unknown, seized at Barnestable for violation of laws of United States. The owner's are notified to appear at the district court at Boston the first Tuesday of December, 1809, to show cause, if any, why they should not be decreed forfeit to United States. CHAS. BURMEISTER.

TRIPLE V. DOUBLE EXPANSION ENGINES.

It will be remembered that part of the price paid by the Cunard Company for the Umbria and the Etruria was made up of the two steamers Parthia and Batavia, which are now the property of Mr. Pearce, M. P., president of the Fairfield Company. The old compound engines were removed by him to make room for triple expansion engines and steel boilers. The log of the Parthia in 1883 shows that she burnt 47 tons of coal per day of twenty-four hours when going at a speed of 11 knots. Her log during 1885-6 shows that the consumption was 25 tons at the same speed. Her speed is now much higher, but the comparison must necessarily be made with her old rate. The Batavia gives still better results. The consumption in 1883 was 40 tons per day at 11 knots. In 1885, with the new engines, it was only 21 tons.—*Marine Engineer.*

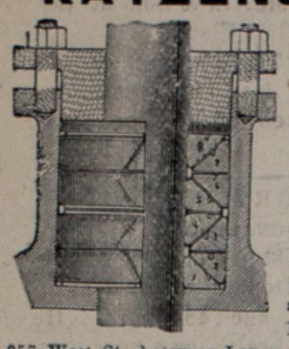
THE ABBIE.

For six years or more vesselmen who have entered Ludington harbor have noticed a small vessel, partly in frame, just west of the Robey saw mill. For several years after her builder, Alexander Butters, had laid her keel and set her frames he ceased work on her. Last fall, however, he resumed work at the instance of a man named Halverson, and in a few months the skeleton assumed the shape and proportions of a handsome schooner. A few weeks ago she was launched, and recently she made a trip to Milwaukee. Her name is Abbie, conferred upon her in honor of the wife of H. L. Scott, collector of the port of Ludington. The Abbie is pronounced a superior little craft in every respect. Her lines are shapely, and her model is good, and her sailing record is excellent.

THE QTEBEC.

The wrecking tug International and Charleton arrived at noon Sunday, with the wreck of the propeller Quebec in tow, and also the lighter Starling. The Quebec was docked Sunday afternoon, and a survey will probably be held Monday to determine the extent of damages. The cargo of the wrecked vessel appears to be in very fair condition and estimated to bring $20,000. The Starling has on board 500 barrels of flour which formed part of her deck load. The International will leave Monday for the schooner Sheldon, sunk in Lake George.

KATZENSTEIN'S



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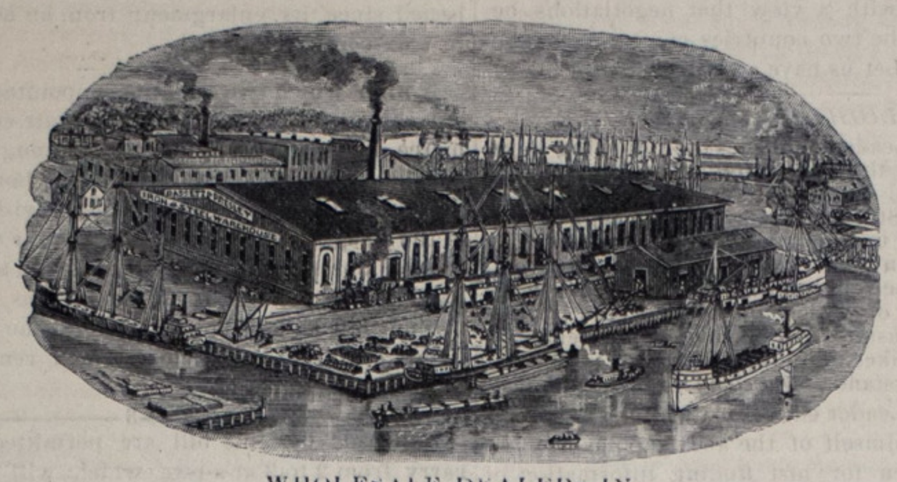

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Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.

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WOODS, PERRY & Co.

Messrs. F. & H. Born. Cleveland, O., Feb. 3, 1886.

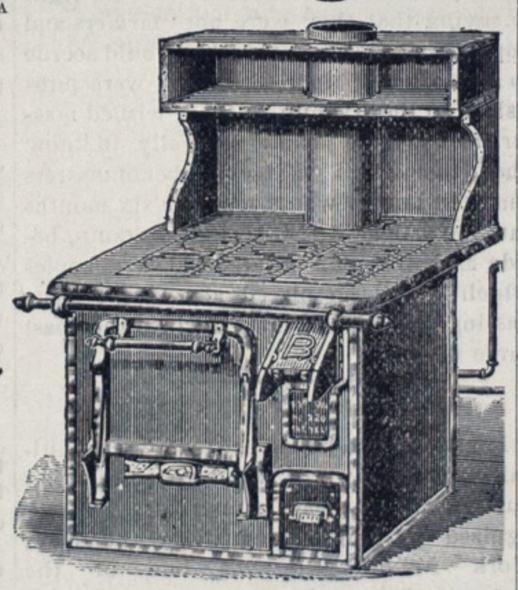
Gentlemen.—We have had in this institution for some time one of your largest size Steel Plate Ranges, and it has given good satisfaction. It is strong, and we think will be durable. Respectfully, HON. S HARMOUNT,

Superintendent Tuscarawas Children's Home.

Messrs. F. & H. Born, Cleveland, O., Feb. 1, 1886.

Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months, and find that they do all you claim for them. We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.

Yours respectfully, RICHARDS & McKEAN.



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Commencing Sunday, May 30, 1886, at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " "	§6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk.....	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

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Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:40 a. m., *1:35 p. m.

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Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m.

*Daily except Sunday.

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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JUNE 17.

AMERICAN AND CANADIAN LIABILITY.

The treasury officials of the United States government are very magnanimous. They do not believe in reprisal, but to do good for evil; to show courtesy for boorishness; to do an act of kindness for one of cruelty. The Canadian propeller Nipigon, for violating United States customs laws, has been seized by Collector Seeberger and has been released by order of Acting Secretary Fairchild, and the fine remitted. American fishing vessels have been seized by the Canadian government for violating technical clauses in the Canadian fishery laws. Conflicting reports are current regarding the peril that overshadowed the Nipigon and crew when the master decided to violate a known customs rule. Captain Conlin reports a heavy sea, a leaking boat and pumps difficult to work. He, therefore, ran past Cheboygan without reporting and clearing, insisting that an attempt to enter that harbor would have jeopardized the lives of his crew and the vessel, while masters of American vessels in the same neighborhood at the same time assert that the master of the Nipigon magnified his danger; and that he could have entered port at Cheboygan with less risk of disaster from a leaking boat than the run to Chicago would entail upon him. It is possible that the Canadian government will be grateful for this act of courtesy on the part of our officials in remitting the fine and releasing the Nipigon, but that is still shrouded in uncertainty. But we have in mind two less aggravated cases; cases wherein our customs laws have been violated by American vessels on the lakes. One of these instances may be dissolved if the clearance papers arrive before the law lays its hands on the guilty boat. The other case in view has already been acted on by the authorities and the fine levied. It now remains to be seen whether American officials can strain a point widest in favor of the Canadian vessel or the American vessel. It is true, taking Captain Conlin's statement as correct in every particular, a question of humanity is involved, but it is also possible that when he neglected to comply with the law he expected to pay the penalty; he, by his own admission, saved his crew, himself and his vessel, and all the water in the hold of his vessel did not endanger it so much as to compel him to jettison any part of his cargo of stone. The humane phase, therefore, which complicates the situation, is satisfied, and the penalty only stands against the violation of the law. The owners of the vessel, with the value of life, vessel, and cargo saved, should not hesitate to fill the conditions in the mind of the master when he run the collector's office at Cheboygan.

The United States government has now established a precedent and has acknowledged humanity in maritime law. Let us follow its working. Many years ago a similar case occurred under the jurisdiction of the Canadian law. An American vessel, the Trenton, put into a Canadian port under parallel circumstances. The vessel was seized, the master and owner deprived of his property, and said property is still in the hands of the Canadian courts. Many efforts have been made for the release of the vessel without avail. The matter is now in the hands of the representative from this district with a view that negotiations between the two countries can secure her release. Let us have a little justice.

A SLIGHT UNPLEASANTNESS.

The Leader publishes the following in regard to the range lights established and managed by the Messrs. Robert McNiff & Son on St. Clair Flats as being information of value to lake navigators. But just why these gentlemen should publish information about their lights exclusively in a weekly journal of which they are agents if they wish masters and marine people generally of the lakes to know about them is difficult to understand.—*Cleveland Leader, 14th inst.*

The Leader editor man, after having relieved himself of the above apology to marine men for just finding information of value to them; information which was printed in the MARINE RECORD of May 27, reprints, with the directions, and in doing so the "Old Salt" has put his foot in it again, for the lights and directions for running them were changed last Saturday. McNiff & Son inform us that the vandal who keeps the Canadian club house cut the sticks and set the upper range lights afloat, and knowing that the act will be repeated should the lights be replaced they were compelled to abandon them and mark out a new course. It will, therefore, be seen that the "marine editor" of the Leader, having recognized the beauties of the first courses and their value to masters, must necessarily make use of this paper for the revised directions. All the marine readers of the Leader who noticed the above extract are aware that the "weekly paper" referred to is the MARINE RECORD, and he should have come head on and no sheering. It is usually the custom when a vessel takes a sheer and gets aground or knocks down a bridge or collides with another vessel or anything goes wrong, for the master to "have his watch below." Just so with the Leader ship. The "Leader man" sheered into this range light business at the wrong time and in a spiteful manner. Not only this, but he questions the judgment of Messrs. McNiff & Son, agents of the MARINE RECORD, in "publishing information of value exclusively" in the MARINE RECORD. Such was not the case, as those gentlemen respectfully "requested all papers that inserted marine matter to copy the directions." The manuscript was sent to the RECORD first, probably, because some marine editors are slow in understanding marine matters. Therefore, Messrs. McNiff & Son were right in saying that they were not "farmers and appreciated the advantage that would accrue to all masters if their directions were published in the RECORD, as they wished masters and marine people generally to know about them." A greater number of masters than the Leader would reach in six months saw the article in the MARINE RECORD, beside McNiff & Son ordered 500 extra copies which have been placed aboard the boats passing St. Clair Flats, during the past three weeks.

A LITTLE PLEASANTNESS.

IT gives us much pleasure to find in technical papers good words, which go to show that our efforts to please subscribers are recognized by our contemporary the New York *Nautical Gazette*, one of the oldest and best known nautical papers in this country, (its establishment dating back to 1871, and its columns being conducted by first-class journalists.) It is pleased to say of the MARINE RECORD, after commenting in a pungent paragraph on a recent article in the Inter-Ocean, which endeavored to be sarcastic about marine newspaper enterprises of this country, that "Merit and enterprise tell in the 'marine paper' world as well as in any other pursuit. And the MARINE RECORD of May 27 proves itself to be possessed of these qualities, by presenting its readers with a splendid illustration of the new steamer City of Cleveland, built by the Detroit Drydock Company for the Detroit and Cleveland Steam Navigation Company. In juxtaposition with the artistic picture of the steamship of to-day, is placed an illustration of John Fitch's first steam boat—the boat of a hundred years ago—and the contrast is most effective. We would advise our readers to send for a copy of this number. Address, 144 Superior street, Cleveland, O."

The *Nautical Gazette*, we may say, has borne the burgee through the hottest of the fight for the establishment of first-class marine newspapers. Our public opinion is the opinion of people whom we know and whom we try to please, those with whom we come into contact. The public opinion of people interested in maritime affairs is the hardest to win to favor and to support an enterprise of any class. The *Nautical Gazette* has won the public opinion of a wide circle of readers for good, as is evidenced by the beautiful and well edited numbers it has issued since its enlargment from an eight to a sixteen page journal.

A BILL which directs the appointment of a commission to regulate inter-state commerce has passed the senate, although it has not been concurred in by the house, that branch still adhering to the provisions of the Reagan bill, and so the matter will remain unsettled: The bill referred to as passing the Senate is designated as the Cullom bill and will not change the existing condition a particle. It will remain in about this shape:

1——2——3——4

Railroads by this bill are permitted to carry from 2 to 3 at a rate which will not exceed in the aggregate the rate paid to carry the same goods from 1 to 4. That is the short haul and the long price would still prevail in case the Cullom bill passes both houses, no more can be charged for shipping a car load of grain from Chicago to Buffalo than can be charged for the same from St. Paul to New York but the same rate can be charged.

WE have been favored by the War Department at Washington with a set of finely executed charts of the northern and northwestern lakes and rivers. The surveys were made in obedience to acts of congress and orders from headquarters, corps of engineers, war department. These charts are the latest published, and on some the aids to navigation are corrected to January, 1880. Valuable marginal information is given, together with the names of the authorities for astronomical observations, magnetic declinations, triangulation, topography and hydrography. Being divided into sections, each section giving all matter of interest, such as depth of water shoals, dangers, aids, etc., in a special locality, such as Detroit river, St. Clair Flats, the Sault canal, etc., etc., make the charts exceedingly interesting. Such works of survey could not well be produced without governmental aid and the bureaus under whose directions they have been published, should be supported by congress with a liberal hand.

THE senate committee on commerce has about finished consideration of the river and harbor bill. The only really important addition is $350,000 for the purchase of the Portage canal. On motion of Senator Conger, a survey will be provided for, looking to the erection of a harbor and a small harbor of refuge at Forestville. Surveys will also be provided for at Torch lake and one or two other places.

WE notice in the dailies an account of a quick round trip by the steamer Progress, Escanaba and return, in which the master of the boat is apparently given all the credit. As regards a vessel the master is entitled to the credit, but when a steamer makes an unusually quick trip the engineer should receive his meed of praise, as it is the engineer who makes a quick trip possible.

THE house bill, allowing tugs to carry passengers, under certain conditions, was favorably reported on to, the senate by the committee on commerce.

CHANGE IN THE ST. CLAIR FLATS RANGES.

ST. CLAIR FLATS, June 14.

To the Editor of the Marine Record:

Robert McNiff took his upper lights out of their range boxes Saturday morning. The thing in shape of a man that takes care of the Canada club house came and cut the stakes and set the lights adrift, which will end in law. Two friends picked up the wreck and delivered it to the owners.

The boxes and stakes were immediately taken to the foot of Herson's island and will be kept there the balance of the season. Masters and pilots should run until abreast of the trees, on the extreme lower end of Walpole island, where they will leave the ranges, going up. Coming down, they should keep the center of the channel until abreast of the trees on the lower end of Walpole island, where they get the ranges on the lower end of Herson island, which will run them until abreast of the Canada club house. There they pick up the ranges on the starboard bow, located at the Little Bassett channel, which should be kept until they pick up the ranges below Bedore's, keeping them until abreast of Bedore's dock, then for Peninsular club house, then for Star island, then for government piers. We will notify all of any changes, if there be any, through the columns of the MARINE RECORD, which can be had of McNiff & Son at the Southeast Bend, St. Clair Flats.

P. S.—Please send 150 copies each week. The 500, ordered the last two weeks, describing the ranges, went off like hot cakes.

BOB.

OBITUARY.

JAMES P. DONALDSON.

The widely known ship chandler of Detroit, Mr. James P. Donaldson, died at his residence in that city, aged 48 years. He had been in declining health for a year past, and from last fall until about a month ago he had been in Southern California in the vain hope of a restoration to health, but as in most cases of consumption, it was of no avail. Mr. Donaldson was seen on the street but a day or so before his demise. He was a warmhearted, genial gentleman, and his death is sincerely regretted by hosts of friends far and near.

CAPTAIN GEORGE PICKLE.

Captain George Pickle, owner of the barge Star of Hope, while conversing with a friend in Mably's clothing store, Detroit, on Friday last, dropped dead with apoplexy, and without uttering a word. He was sixty-five years of age, and had sailed many years.

NOTICE TO MARINERS.

Notice is hereby given that the east pier at the entrance of the Oakville Harbor, Lake Ontario, with the lighthouse standing upon it, was destroyed by a storm on the 7th of April last. and that a temporary light was established on the 28th of April on the beach beside the inner end of the east pier, and at the present entrance to the harbor, latitude N 43o 26′ 20″, longitude W 79° 39′ 30″. The light is fixed white, from a tubular lantern elevated on a mast twenty-eight feet above the ordinary level of the lake, and should be visible ten miles from all points of approach.

Notice is also given that the lighthouse at Dorval, in Lake St. Louis, River St. Lawrence, above Montreal, was destroyed by ice in April, and that pending its re-erection, a fixed white light will be shown from a tubular lantern hoisted on a mast, which, with a shed at its base, stands upon the pier on which the lighthouse formerly stood.

Lat. N. 45° 26′ 10″.
Long. W. 73° 45′ 21″.

Notice is hereby given that the fog bell heretofore maintained by the Government of Canada at Gibralter Point light station, Toronto harbor, Lake Ontario, has been replaced by a fog horn operated by compressed air, which will, during thick weather, sound blasts of 7 seconds duration with intervals of 90 seconds between the blasts.

The machinery is contained in a square wooden building, painted white with brown roof, and situated 1,150 feet S. W. by W. from the lighthouse tower. WM. SMITH,
Deputy Minister of Marine,
Ottawa, Canada.

[*Around the Lakes Continued from 1st Page.*]

BAY CITY.

Special to the Marine Record.

The steamer Lucille is doing a nice business on moonlight excursions after her usual daily route has been run.

The propeller P. H. Birckhead and tow, Cleveland and tow, and Abercorn are all loading lumber for Buffalo, Ohio, and Oswego ports, respectively.

The propeller Sanilac brought in a large cargo of freight on Saturday and left on Monday with shingles for Cleveland.

The stevedores at Saginaw seem to be doing the most of the vessel loading just at present.

The scow Lulu Whiting has gone in the cedar block carrying trade, from Harrisville to Saginaw City.

The new iron steamer Queen of the Lakes, that is to run on the Saginaw route, in connection with the steamer Lucille, is expected in the river Tuesday. It is said that the Queen has never been on a paying route since she came out and the river route may prove the same, as it seems impossible for four boats to be able to live when two barely paid expenses last season.

SHAW.

MILWAUKEE.

The yacht Mamie, one of the best on the lake, stolen from Kenosha, was overhauled at Grand Haven by the revenue cutter Andy Johnson, and three sailors named John McIntyre, Curtis Reed, and James Maloney, in charge of her, were arrested and brought here.

The Iron Age returned Wednesday, her cook having fallen into the hold and broken his leg.

The Sparta and Sumatra were ashore on the Manitou in a fog Monday, and the former's upper works aft were considerably damaged by being struck by the Sumatra. The Leonard Hanna, of the same tow, had her tow line cast off and thus missed the beach.

PORT HURON.

The tug Kittie Haight was recalked at the Wolverine drydock this week.

The steambarge Morley went into Dunford & Alversons drydock for repairs to hull and machinery.

DETROIT.

Special to the Marine Record.

June 15.—The introductory to this communication will be the citation of one of the most deplorable events that ever occurred in the annals of our lake history, the burning of the steamer G. P. Griffith, Captain C. C. Roby, thirty-six years ago to-day, off Chagrin, Lake Erie, where she was run into shoal water to save as many lives as possible. No less than three hundred and twenty-five people perished on that occasion. The steamer had just been purchased by Captain Roby and others of the Troy and Erie line, and had taken her departure from Buffalo on Sunday morning with a party of excursionists on board. Captain Roby and wife were among the lost.

There has been an unusual dullness the past week in this locality, with little or no variation in charters, many of them being reported as p. t., which are not deemed worthy of note.

The steambarge D. R. Van Allen was brought here from Amherstburg by the tug Hercules,on Wednesday, with her machinery broken, and is undergoing repairs.

The steamer Iron Duke was taken into the Detroit drydock to receive a new wheel.

Captain G. W. McGregor, formerly of the propeller Oconto, but at present a resident of Lexington, Mich., was in this city on Thursday, meeting many old acquaintances.

The steambarge Bay City broke her machinery on Thursday, near Malden, and was towed here for repairs by the tug McKinnon, of Ruell's line.

Not a few of the lumber carriers passing here have deck loads out of all proportion, which, in many instances, account for losses which occur during heavy weather outside. The same facts refer to coal and ore carriers which not unfrequently are plank sheer-to, resulting often in causing a sudden leakage.

The new steamer Nellie commenced to ply between this city and Mt. Clemens on Saturday morning. She has fine cabin accommodations, genial officers and makes daily round trips.

Moffat & McVenn are making frequent charters in coarse freights, and vessel men would do well to give them a call. The Corsican was chartered, lumber, Alpena to Detroit at $1.13; Victor, wood, Red Bay to Detroit at $1.50 per cord, and others at proportionate rates.

I notice the sale of the old City of Erie at Chicago for $1,600. She has been floundering among the billows for twenty-seven years, was built on the Rideau canal, is of 269 tons, and was first known as the City of Toronto. The history of some of the old timers, if put in pamphlet form, would be of far more interest than the yellow-covered trash, which ought to go into the waste basket.

During a spanking breeze the other day there might have been seen a clipper-looking craft, with all sail set passing here, with the name Aug. Ford, in large letters, on her quarter. This lake veteran has been thirty-three years ploughing the main and on nine different occasions her obituary has been written up.

The steambarges D. R. Van Allen and Bay City had their repairs completed at the Riverside Works, and took their departure on Saturday.

The finale of raising the steamer Quebec and taking her to Collingwood has been solved. Mr. Murphy who carried out the contract, is obliged to take the wreck and damaged cargo for payment, and will find it a good sized elephant.

The steamer Chief Justice Waite, Captain McNelly, arrived here on Saturday, her first appearance this season. She had on board six hundred excursionists, who came and went away in the most orderly fashion.

The ferry steamer Sappho has been doing some excursion business the past week at Toledo, and returned again on Saturday.

The revenue cutter Fessenden has been cruising about on Lake Huron for several days.

The propeller Arabia, bound up, run into the mud at Southeast Bend, St. Clair river, on Friday morning, and was released by the tug Admiral Porter.

Mr. John Demass, of this city, is manager of the Beaver line of vessels, which includes the steamer Isaac May and consorts, and others. The May and tow he has chartered to freight ties from Manitoulin island to Chicago, at 7¾c each, and the schooner Wm. Home, ore, Escanaba to Cleveland at 90 cents.

At this writing there are upward of five millon bushels of grain in transit from Lake Michigan to lower ports.

As a memento of past events it is on record that twenty-three years ago the bark Vanguard, of 392 tons burden, departed from Detroit for Liverpool with a cargo of staves and copper. In after years her name was changed to Wirralite, which, in a measure, was a blot on so fine a vessel, but it "was English, you know."

The steamer Alaska has commenced making round trips to Sandusky, and as you have the steamer Pearl with you, it, of course, makes it apparent that the traveling public are now afforded the opportunity to visit the beautiful Forest City by daylight, by one of the most pleasant and enjoyable routes there is on the continent of America. The splendid scenery among the various islands, some of which are visited, and other surroundings, including views of the fisheries, more than compensate the price paid for the trip. A gentleman of this city, who, last season with his family, traversed this route twice during the summer months, said the other day it was the most pleasant he ever passed over. Captain Harrman and officers of the Alaska are a full team and always ready to civilly respond to any and all inquiries. Captain John Edwards, of the Pearl, needs no eulogy in the columns of this paper. A more genial or social steamboat man don't drift on fresh waters. Although scarcely reaching middle life he has grown grey in his career on the lakes, and with his officers the names of whom I regret I have not at hand, the Pearl will not be found wanting in any of the requirements on board a steamboat palace.

The five-masted vessel, David Dows, run her nose into the mud during a fog Tuesday morning at Southeast Bend, and was released by her consort, the steambarge George Spencer, a few hours later.

The northeast winds which have been prevalent for the past ninety days, having served the alloted time, are about at an end, and very warm weather may be looked for, with ice coolers in demand. HALL.

EAST SAGINAW.

Special to the Marine Record.

The barge Star of the North has been brought to this port and will be rebuilt by her owners.

The new barge Robert Wildman is to be launched on Thursday and will go into the Buffalo and Tonawanda lumber trade.

The Smith Tug line have been bringing large shore ratts to this port each day for a week past.

The passenger boat Daisy Lee has been fitted with a new running wheel which is something she has long wanted.

The steamer Handy Boy is running on the Saginaw City route, making four boats on this route, which is hardly able to support two.

The steam yacht Bessie M. is to be taken to Alpena, for use on an inland lake.

A large number of barges are loading in the river this week, and things are lively all around.

Bartlett & Company are making a propeller wheel for use on one of the Florida rivers.

Captain Jones, master of the barge Wolverine, has donated to the proprietors of the tug office a fine picture of the new steel steamer City of Cleveland.

Captain George Pickle, of Algonac, master and owner of the barge Star of Hope, (which was wrecked this spring,) and who dropped dead in Detroit recently, was well and favorably known here, and had many friends who will regret his death.

The barges Fostoria and Senator Blood each bring coal to this port from Cleveland this trip.

The tug Robert Weideman has been furnished by Bartlett & Company with one of the Crosby single bell chimes, 6 inch diameter, which is the finest toned whistle on the creek.

The Boom Company's tugs have been busy during the past week, being compelled to work night and day for the past few days.

The steamer Mary Bell still continues to ferry passengers over the river, at the foot of Genesee avenue, and is well patronized, as they charge no fare, the street car company supporting her.

There is some talk of swinging the Johnson street bridge by steam. Anything would be an improvement over the "old man" system. So say the tug men.

SHAW.

CLAYTON.

Special to the Marine Record.

The steamer Algeron, in leaving the railroad dock, came near running into a scow last Thursday afternoon. The scow luffed up to save herself from being run down. How long will our government give those Canadian steamers all the priveledges they ask for? It is high time that they should put a stopper on them.

The boiler and engine was taken out of the steamer Calumet at Johnson shipyard on Friday. Her new engine and boiler will be put in this week.

The steambarge Baldwin and consort passed up on Saturday morning. They go to Charlotte for coal for Chicago. B.

ST. CLAIR FLATS.

Special to the Marine Record.

McNiff & Son have commenced their headquarters building on the American side, on the outer point of the Southeast Bend, where, when completed, can be found, father or son, night or day. Two long blasts and two short ones will bring them. It seems lonesome to get up in the morning since the ranges have been lighted and not find from one to three vessels aground.

On the 9th the steambarge P. H. Birckhead, bound up, with six barges in tow, ran aground just above McNiff & Son's new headquarters, now in process of construction, but after backing and filling for a few minutes released herself.

As soon as possible there will be buoys located in fourteen feet of water on the various points in the Southeast Bend, in connection with the ranges.

On the 11th while Robert McNiff and his son Albert were returning from work they heard some one calling as if in distress or drowning. They started with their boat in the direction of the voice, which came from across the river and down the Little Bassett channel. After going about a mile they found a boat capsized and two Indians, one on a log, in the water, up to his waist, leaning on his paddle, almost exhausted, and the other lay in the water, almost drowned. Their boat was bailed out and the Indians cared for. Too much fire water.

The Darius Cole and the Idlewild are keeping so close to each other that the captains have no time to take a chew of tobacco. Both boats are black with passengers daily. If any of the readers of the MARINE RECORD have a few days spare time they would enjoy it at the Flats. Good fishing, reasonable hotel bills and the mosquitos' bills. (Wah!)

About 3 p. m., the schooner Wanderer, of Toronto, bound up, with a slight free breeze, when just above the range lights headquarters, ran aground, and after caging her anchor, released herself.

On the 12th the propeller Arabia, bound down, with full cargo, ran aground, just below McNiff & Son's upper ranges, on the upper side, Southeast Bend. The officer in charge knew nothing about the ranges, and it being hazy at the time, made it uncertain navigating. By caging anchor and working her engine she was swung around so as to head up stream and was soon free.

The Cole Grummond line have purchased the frontage, above the Butler dock, and have got the old favorite steamer Keweenaw anchored there to serve as a landing for the Cole & Ward, and also for the accommodation of all those wanting meals.

On Sunday the Flats were alive with pleasure seekers and all seemed to have an enjoyable time. BOB.

BUFFALO.

The Express says an expedition after the remains of the propeller Scotia, which went on Keweenaw Point in 1884, will be sent out from Buffalo this week. Messrs. Dyer and Johnson of Detroit will be in charge, the former acting as diver. They will take the lighter Niagara and the necessary wrecking apparatus. The machinery, plating, etc., will be left a Copper Harbor, eight miles from the wreck, for transportation to Buffalo. The wreck was bought by Messrs. Maythan, Drake, and Wiener some time ago.

Mention has been made of the detention of the Araxes and tow at Marquette for two weeks this season, on account of a quarrel as to the ownership of the lumber they were to load. It was thought that it would be difficult to collect damages for demurrage, but on Saturday Mr. T. Nestor was in Buffalo and paid up all claims to the entire satisfaction of the vessels.

There doesn't appear to be much faith in the attempt on the part of the forwarders to secure uniform contract rates on the canal. "If they would all stick to it," said a leading forwarder, "it would be a nice thing, but there are too many conflicting interests for that."

Lake receipts for last week included 1,557,680 bushels grain and 142,710 barrels flour. By canal were shipped 1,280,030 bushels grain and by rail 713,800 bushels. Coal shipments by lake for the week were 46,940 tons, and for this season 382,450 tons against 294,710 tons last year.

The owner of the steamer Oregon has contracted with M. Riter of Buffalo for a new steel boiler larger than the old one. The Oregon will also be docked in Buffalo next winter and be changed from single to double decker and the new boiler put in place at the same time.

Mr. S. V. Harkness new steam yacht Peerless, numbered 246 by her builders, left Philadelphia Tuesday for this city. She will arrive in a week or two. It is said that the Peerless will be the finest fitted and furnished yacht on the lakes and will speed about 21 miles an hour. She is 165 feet over all and beam and depth being in proportion she will be a safe seagoing boat. She will cruise around the lakes this summer and it is possible she will meet the Permelia.

The repairs to the schooner A. C. Maxwell at Globe drydock are pushed rapidly and will amount to $3,500. Although not quite finished she left for Oscoda in tow of the steambarge Oscoda. R. R. Rhodes yacht Cora was in drydock for recalking and the Kitty Forbes to have buts calked and centerboard, which was jammed in the box, loosened. Schooner Melvin S. Bacon had her forefoot repaired and her bottom trimmed up, damages sustained by striking at Waugoschance. The tug Bennett had her rudder straightened and some slight repairs to her bottom.

The propeller Siberia cleared yesterday with schooners C. G. King with 50 cent coal for Marquette, and Nelson Bloom and Plymouth light for Ashland. The King, Captain A. Wilson will bring down Marquette ore at $1.10.

The Kate Williams arrived Tuesday with a raft from Canada.

Mr. Hourian, government inspector, commenced work yesterday on the east and west piers of the breakwater.

The propeller Empire State went into the Union drydock Monday. It is said that defective steering gear has been the cause of her varied mishaps during the season. Captain McDougall has tendered his resignation and Captain Gillies, of the Vanderbilt, has been appointed in his stead.

The Buffalo Express says: There was not much doing in coal freights Tuesday. The propeller John B. Lyon and consort John M. Hutchinson, really chartered earlier, but reported yesterday, appeared to be, with the propeller Conemaugh, the only Chicago charters; the schooner Angus Smith goes to Milwaukee, all at 60 cents. The schooner Anna P. Grover gets 20 cents to Sandusky. There is an attempt to bear Lake Superior freights, but without success, so far as learned. The propeller Huron City and tow are ready to take loads, but they refuse the figures offered. Canal freights are slow at 3½ cents on wheat and 3 cents on corn to New York.

DULUTH.

The Lake Superior News says: The Queen of the Lakes left Duluth permanently for Bay City. Jos. Lloyd bought a half interest in her of Dexter & Noble, of Elk Rapids, and intends to run her as an excursion boat. Saturday Mr. Noble was in town and with Lloyd agreed that she would not be profitable here. Dexter & Noble then repurchased Lloyd's half interest. The Queen was advertised for an excursion but it was given up when it was found that she would only be allowed to carry fifty passengers.

Lloyd will visit the wreck of the Mary Martini some time this week to see about getting out her machinery. If it can be saved he expects to put it into a new boat to be built here. The Martini, it will be remembered, was driven ashore by the wind last December. The house and hull are destroyed but the machinery is probably in good condition.

The iron steamship J. H. Devereux, of Cleveland, had a narrow escape from serious disaster on her way up. When near Two Harbors she struck a rock. The weather was very thick at the time. The crew succeeded in getting her afloat. After the Devereux's cargo was out, it was seen that her stern was badly dented. This caused inquiry, and the above facts were elicited.

The Lake Superior News says: J. T. Rose, agent for the propeller Ramsey, received word from Buffalo, that, on being discharged there the boat had fallen short of her billed cargo by 750 bushels of wheat. She left with a cargo of 58,750 bushels, and such a shortage is very bad. The owners of the Ramsey have telegraphed that they will not pay for the short wheat and a lawsuit is quite probable. Duluth has been making a bad record in the matter of shortages this season, a number of vessels being reported short at Buffalo from 1½ to 2 bushels to the 1,000. Duluth elevator men think Buffalo discriminates against this city, but this can hardly be, as cargoes sent to Montreal and Collingwood have also been short.

ASHTABULA HARBOR.

Special to the Marine Record

Captain J. W. Cramer arrived here on the 14th with the schooner S. V. R. Watson.

The schooners Anna M. Peterson and C. C. Barnes, while lying at the pier had their sea glasses stolen. The captains suspected a junk buyer by the name of John Hall, whom they had arrested, and upon searching him found the glasses in his possession.

The schooner E. R. Williams had a new windlass put in her here this trip. The work was done by J. P. Denney & Son.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXV.

The lake mortality during the navigation of 1868 was three hundred and thirty-one, an increase over the season previous of one hundred and twenty, the greatest number on any one occasion being seventy-two lives, by the burning of the steamer Bird on Lake Michigan. The names of comparatively few were known, as is usually the result in most instances. Next in numbers were thirty-two lives, lost by the sinking of the steamer Morning Star by a collision with the barque Cortland in Lake Erie, the foundering of the propeller Hippocampus in Lake Michigan with loss of twenty-six lives, and the burning of the propeller Perseverance on Lake Ontario with fourteen lives. The unknown of the season number upward of one hundred and fifty, the incidents of which are not enumerated in the foregoing schedule, but they were greater than in any previous season. Of those who passed away, fifteen were from natural causes, one hundred and ninety-nine accidental, two were murdered and two suicided. As a memorial of the season's events the following is the list, so far as names are concerned:

March 29. Captain William Caverly, a veteran lake man, and widely known throughout the lake region, died at Detroit, aged 59 years.

Captain M. F. Dixon, many years on the lakes, died at Painesville, Ohio.

April. Captain G. F. Shattuck, of schooner Jamaica, died near Oswego.

April 14. Captain A. L. Morgan, of brig E. Cohen, fell through the ice at Alpena and was drowned.

Charles Browning, seamen, drowned from schooner Elk in Lake Erie; knocked overboard by main boom.

Captain John Terry, formerly mate of steamer Michigan, and latterly lightkeeper at Green Bay, died at his post.

Patrick Goodrich, seaman, died at Rifle river, Lake Huron.

April 17. Joseph Guoin fell from bark Col. Ellsworth's foreyard at Detroit, and died soon after.

Joseph Laughlin, seaman, was drowned from bark Onconto in Lake St. Clair.

Arond Moo was drowned from schooner Progress in Lake Michigan.

John Hibbard, fireman, was fatally injured on board the tug Clifford at Buffalo.

May 1. Twelve were killed by explosion of propeller Cushman at Buffalo.

May 5. Captain Brant and a fireman were drowned from the tug Relief on Lake Ontario.

John Morgan, seaman, was drowned while going on board his vessel at Chicago.

Daniel Stevens was drowned from a vessel at Vermillion.

May 10. Joseph Munch, deckhand, was drowned from tug J. P. Clark at Point au Pellee.

Captain A. Anderson, of schooner Yankee Blade, died on the return voyage from Lake Superior.

May 18. Joseph C. Quibble, lookout, lost from schooner Hungerford, off Port Burwell.

May 21. Charles Miller from tug Satellite, at Point Edward.

May 22. Henry Masterson was drowned from propeller Ontonagon at Chicago.

John Smith, mate on schooner Rockaway, fell overboard while intoxicated, at Toronto.

Frank Nicholls was crushed to death in bark City of Chicago, at Buffalo.

June 2. Peter Flavin, deckhand, was drowned from propeller Tioga in Buffalo harbor.

Thomas Redmond, steward, lost from steamer Nestorian on Lake Ontario.

Bernard O'Neil, of bark Clayton, died suddenly at Kingston; the effects of a spree.

Philip Warden was lost from bark C. J. Wells in Lake Erie.

June 6. Captain W. T. Robb and his brother Jas. Robb were drowned from tug Robb at Long Point; the latter tried to save the former.

Martin Cosgrove, mate of schooner Melvina, was tripped overboard by main sheet in Lake Michigan.

Captain Thorburn and one sailor were lost from the schooner Evening Star, which capsized off Goderich.

June 21. Wm. Mullay, mate, and L. Chandler, seaman, lost from bark Cortland, by collision with steamer Morning Star in Lake Erie.

Michael Boland, seaman, drowned in Buffalo harbor.

June 22. Captain Garrett and Henry Chisholm were drowned from schooner Little Western off Chicago.

June 30. Henry Wilson, deck hand, from propeller Orontes at Buffalo, while going on board, intoxicated.

Arthur Young, a Detroit sailor, murdered by a party of roughs at Chicago.

July 9. Levi Gibbs, deckhand, from steamer Orion at Chicago while going ashore.

July 13. George House was lost from the scow Old Hundred in Lake Michigan.

July 23. Israel Robinson, seaman, lost from Moore & Foote's dock, Detroit.

Peter Hughes was killed by falling into the hold of propeller W. T. Graves at Buffalo.

Lewis Harrison was drowned from scow St. Joseph at Port Sanilac.

August 10. James Long was killed on board the barge Holland, St. Clair river, by an accidental blow from a ring bolt.

David Davin was killed by falling into the hold of propeller Queen of the Lakes at Buffalo.

August 13. Mrs. Orville Wilcox was lost with schooner Dunderburg, which sunk by collision with propeller Empire State in Lake Huron.

Bernhard Coppers was drowned from propeller Galena in Lake Huron.

August 17. John Smith was drowned from the barge Harvest at Cleveland.

August 18. John Redding, of schooner Bahama, was smothered while shoveling grain on board at Buffalo.

Captain Moses Foultier, of scow Amelia, was drowned during a squall in Lake Huron. This was his first trip on the vessel.

August 23. Captain M. A. Middleton, an old veteran, died at Chicago.

P. Lacey, seaman, was drowned from schooner C Y. Richmond, off Fairport.

August 29. Archibald Campbell was killed by falling into the hold of propeller Missouri at Buffalo.

September 3. Melvin Coray and Frank Cameron were drowned from scow Traverse which capsized in Lake Michigan.

September 4. Charles Coppers, of schooner J. F. Joy, fell from topsail yard, struck the anchor and then fell overboard.

Captain P. Maguire died at Cleveland.

Henry Selleck and J. Howard were lost from schooner Dolphin which capsized in Lake Ontario.

Captain John Abram, of scow Ocean Wave, was knocked overboard by fore boom near Bar Point.

J. Jacques, purser, was drowned from the steamer Huron at Toronto.

Nathan Miller, second engineer, was fatally scalded on tug Goodnow, near Bar Point while securing the man hole plate.

September 12. Richard Trigg was drowned from steamer St. Joseph in Lake Michigan.

James Armstrong, sailor, died at marine hospital, Detroit.

Edward Evans was drowned from schooner Three Bells in Lake Michigan.

September 16. Captain J. S. Reid, George Derrick, mate; A. Chapman, D. Blear, A. Fitzpatrick, F. Leighton, seamen and Catherine Sullivan, cook, were lost with bark Clough in Lake Erie.

John Thompson was drowned from scow Erie near Saginaw.

George McGraw was drowned from scow Storm near Chicago.

September 20. Luther Pratt, first mate, died suddenly of heart disease on board the schooner Julia Willard in St. Clair river.

Lawrence and Michael Maguire, father and son, were lost on a small craft which was sunk by the tug Griffin in Maumee Bay.

Jules Gerard, was drowned from schooner Augusta in Green Bay.

Captain Andrew Anderson, a popular lake man and latterly insurance agent, went to Texas and died there.

September 26. M. Labelle, steam pump engineer, was drowned from the schooner Hyphen while assisting in the raising of that vessel at Point au Pellee. Washington Parker and Charles Whalen were drowned at the same time.

Captain John Long and crew of nine men went down with the schooner Persian, sunk by collision with the schooner E. B. Allen, off Crawford's quarry, Lake Huron.

F. Mercuria fell from aloft on board bark J. G. Masten on Lake Huron, and died afterward at Detroit.

Jacob Schmidt was knocked overboard from schooner Game Cock by the fore boom, off Port Washington.

Frank Gill was knocked overboard by main boom on board schooner Wanderer in Lake Michigan.

Eli Randall was drowned from a tug near Port Colborne.

October 5. Fourteen lives were lost by the burning of the propeller Perseverance on Lake Ontario.

October 7. John Johnson, cook, was lost from schooner Catharine at Oswego.

Captain James Conley, an old mariner, died at Cleveland.

October 13. Captain Oliver Miner, of tug Goodnow, was murdered at Malden by colored roughs when going on board.

Captain J. B. Parsons, of schooner H. M. Ballou was knocked overboard by fore boom on Lake Ontario.

October 16. H. Hemmington, of schooner R. B. Campbell was knocked overboard by fore boom on Lake Michigan.

Thomas Darby suicided from barge Paragon in Lake Huron. His mother and sister perished on board.

P. Tennyson was drowned from bark Badger State while reefing topsail in Lake Michigan.

Richard Green was drowned from the schooner Queen of the West, while going ashore at Chicago.

Captain Hugh Doran was drowned from a dock at Chicago.

October 20. John Wilson, watchman, was drowned at Chicago.

October 22. James Reynolds fell into the hold of propeller Roanoke at Buffalo, and was instantly killed.

Joseph Concher was drowned while asleep in the cabin of scow Peter Miller which sunk at Toledo.

John Tiffany was fatally injured on board the steamer Susan Ward at Detroit.

Thomas Morton was drowned from the schooner Burgoyne in Lake Ontario.

Eight lives were lost with the schooner Traveller which was wrecked in Lake Michigan.

Charles Johnson fell from the crosstrees of schooner Golden Rule, near Point au Pellee and was killed.

October 27. James Collins was drowned from schooner Hurd at Saginaw.

Captain Clements was fatally injured on the tug Tornado at Bay City.

November 2. Ole Olson was drowned from bark J. C. King, near Buffalo.

James Blessington was drowned from the brig S. F. Gale, off Port Burwell.

Dayton Weaver was drowned from a vessel near Kingston.

November 4. Patrick Purcell was drowned from the scow Hope at Thorold.

H. D. Artist, cook, from schooner Die Vernon which foundered off Port Burwell.

Wm. Harnot was fatally scalded on tug Protection at Buffalo.

Perry Keys, lost from barge Marvin in Thames river.

November 23. J. Jamison was drowned from steamer Waubun in Georgian Bay.

November 30. J. Ingersoll and two others lost from a vessel in Lake Ontario.

Captain G. S. Way and four others were drowned from schooner B. Doran which foundered in Lake Ontario.

Philip Boyle fell from the crosstrees of the schooner Baltic in Lake Ontario.

Robert Harper was lost from the schooner W. H. DeWitt in Lake Michigan.

WHAT SANK THE OREGON.

A beautiful damsel in wrapper and slipper
Sat on the deck of the fast-sailing clipper,
And many a question she put to the skipper.

She told him she never had been on the ocean,
And asked him if he had any sort of a notion
What kept the old thing in eternal commotion.

She plied him with questions that none could reply to,
But still the old skipper politely would try to,
And once in awhile the old rascal would lie, too.

"What, think you, ran into and sank the Cunarder?"
The skipper looked up and appeared to regard her
As if he were sorry her question weren't harder.

"Why, bless ye," he said, as he glanced at the spanker
And motioned a sailor to stand by the anchor,
"'Twas water, I reckon, ran into and sank her."

Chicago News.

STEAMERS TO RUN FIFTY MILES AN HOUR.

At a recent meeting in London of the Society of Junior Engineers, Westminster, a paper was read by Mr. C. Hurst, explanatory, among other things, of the power necessary to obtain a speed of 40 knots in steam vessels. Mr. Hurst explained that the power necessary to be introduced into steamers of light construction in order to obtain any required speed could not be determined by the old method of reckoning the resistance as proportionate to the midship section, but was to be ascertained by Reech's law, taking the actual speed and proportions of a first-class torpedo boat as the basis of comparison.

According to Reech's law, the speed attained by a model with any given power will illustrate the speed attainable in a large vessel having the same proportion of power, the speed of the large vessel being, in all cases, greater than that of the small in the proportion of the square root of the increased dimensions. Thus, if we take a first-class torpedo boat for our model, 110 feet long, 12 feet broad, and 6 feet 3 inches draught of water, and 52½ tons displacement, the speed, with 470 horse power, will be 21¾ knots, and these elements will enable us to determine what the speed of a vessel would be of the same form and of the same proportionate power, but three times larger every way. Such a vessel will be 330 feet long, 36 feet broad, and 18 feet 9 inches draught of water; her displacement will be 3^3 or 27 times greater, or it will be $52\frac{1}{2} \times 27 = 1{,}417\frac{1}{2}$ tons. As each 52½ tons displacement must have 470 horse power, the total power will be $470 \times 27 = 12{,}690$ horse power. We shall then have two vessels in all respects identical, except that one is constructed on three times the scale of the other.

Although, however, the power is strictly proportionate in the two cases, the speed will not be the same, but by Reech's law the larger vessel will be the faster in the proportion of the square root of 1 to the square root of 3, or 1·732 times. If, then, the speed of the smaller vessel be 21¾ knots, that of the larger will be $21\frac{3}{4} \times 1{\cdot}732$, or 37·6 knots per hour. If we take the larger vessel as four times the size of the smaller, the speed, with the same proportionate power, will be twice greater, or it will be $21\frac{3}{4} \times 2 = 43\frac{1}{2}$ knots per hour. The power necessary to attain this high speed will be 4^3 or 64 times 479=30,080 horse power. The displacement of the larger vessel will be $4_3 \times 52\frac{1}{2} = 3{,}360$ tons, and the displacement due to the machinery will be 805·71 tons, taking the weight at 60 pounds per horse power, as in Thorneycroft's engines. The total number of horse power required will be $470 \times 4^3 = 30{,}080$ horse power. This displacement will be 34·4 tons per 1 foot of draught. The weight of the machinery will, therefore, increase the immersion by 5·9 feet; and if we take the weight of the hull as equal to the weight of the machinery, the draught of water with water in the boilers and the vessel ready for sea, except coal and stores, will be 11·8 feet, leaving a balance of 13·2 feet for coal and stores. If we take the consumption of fuel at 2 pounds per horse power per hour, the consumption of coal will be 26·8 tons per hour for 30,980 horse power; and if we take the speed of the vessel at 43½ knots per hour, equal to 49·4 statute miles, the time required for a voyage of 3,000 statute miles in length will be $3{,}000 \div 49.4 = 60{\cdot}8$ hours. Consumption of coal to be provided for will be $26{\cdot}8 \times 60{\cdot}8 = 1{,}629{\cdot}44$ tons as total consumption for the voyage.

This weight of coal will depress the vessel 12·12 feet, which brings up the draught to 23·92 feet, leaving a margin of about 150 tons for equal fuel and for stores. The result of the whole calculation is to show that a speed of 40 knots, or thereby, is attainable on an Atlantic voyage with a vessel of moderate size and light construction and without any inordinate consumption of fuel; and it rests, says Mr. James C. Paulson, in the Engineer, with those who challenge the accuracy of this computation to show wherein it is erroneous, if they can. In merchant vessels advantage has not hitherto been taken of the quality of lightness for the attainment of high speed, and it is important that this essential condition should now be taken into account.—*Scientific American.*

Judge Coxe, of the United States District Court, gave a decision in the complicated collision case in which the canal boat Potter, in tow of the tug Oneida, and the barge Manitowoc, in tow of the tug Alpha, were involved. In the spring of 1885 the Manitowoc, whose tow line parted while entering port, struck the Potter a severe blow, which caused her to sink with a cargo of corn. The damage amounted to about $2,000. Judge Coxe released the Oneida and Manitowoc, and charges all the damages upon the Alpha. An appeal will be made.

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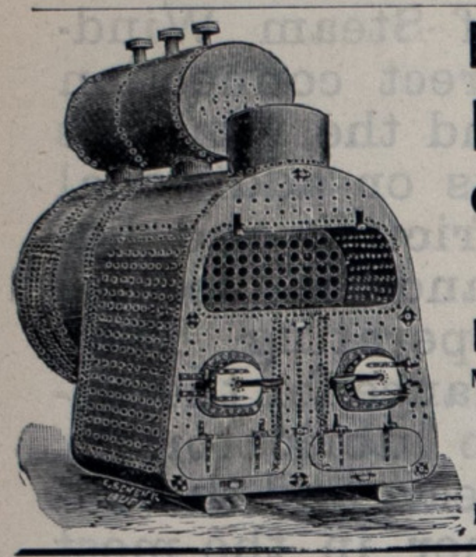

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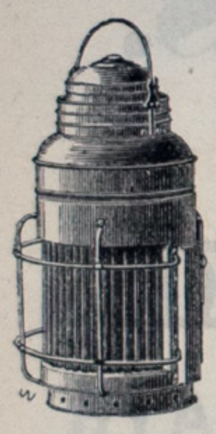

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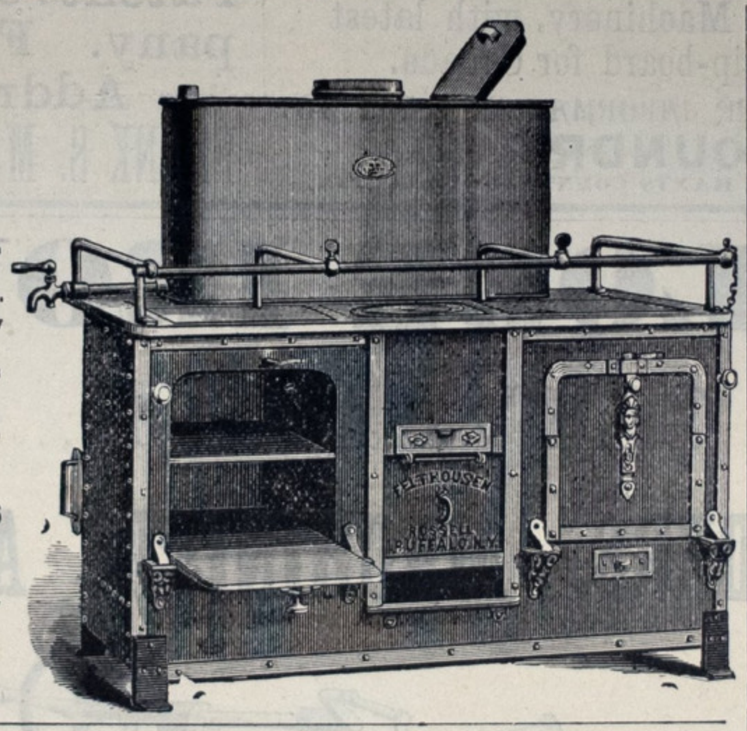

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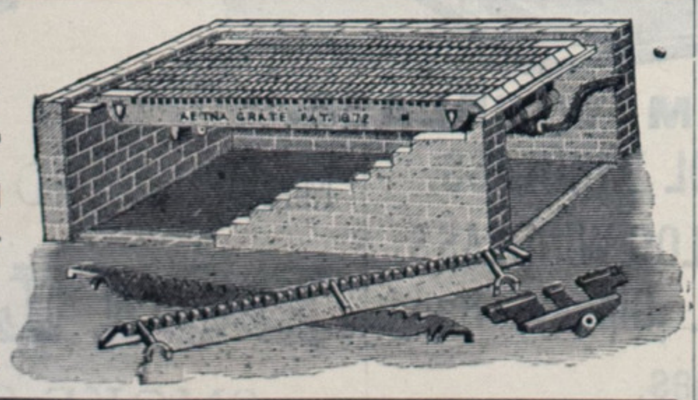

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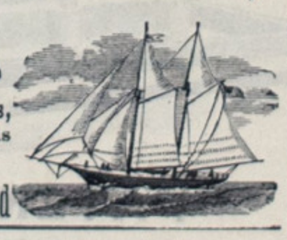

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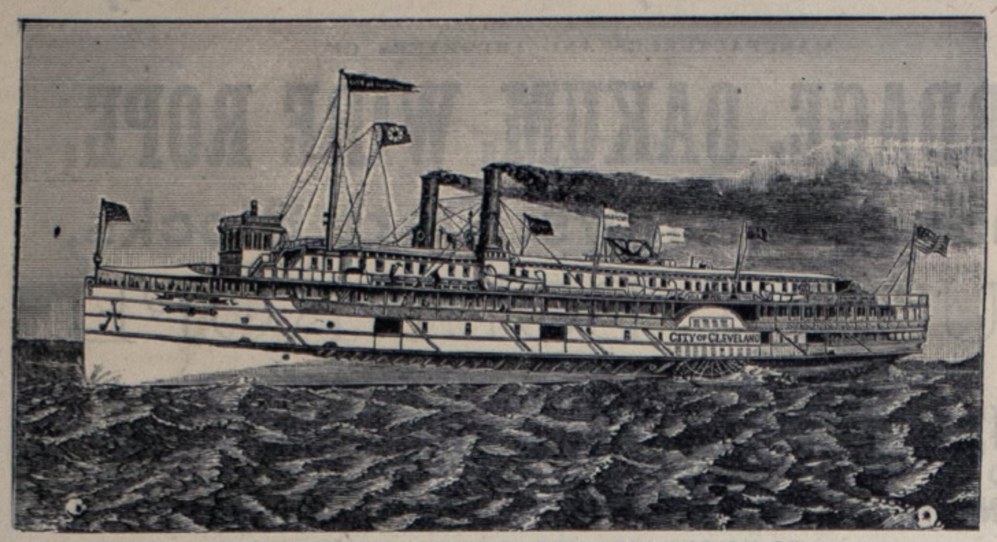

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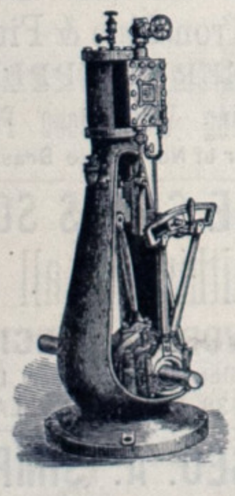

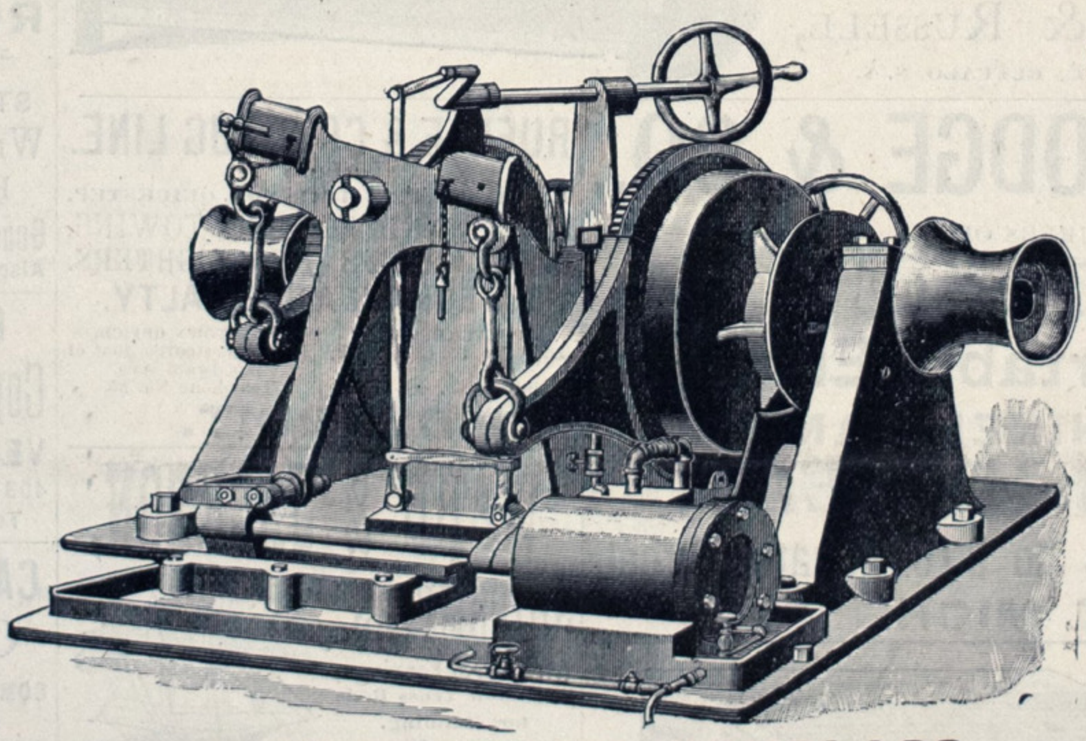

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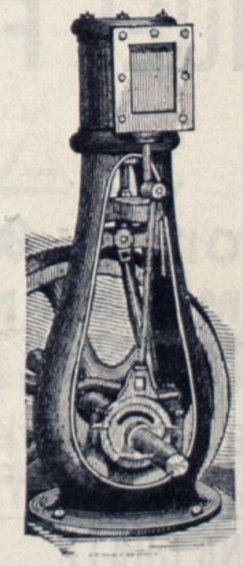

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